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British steamship *Mancunia*, for Norfolk via New York, May 26, and the British steamship *E. O. Saltmarsh*, for Pensacola, May 28.

There were 23 deaths from all causes, including 2 from intermittent fever, 1 from paludism, and 3 from tuberculosis. No deaths were attributed to a quarantinable disease. So far as I am able to learn there have been 3 cases of yellow fever with no deaths.

The cases were not of the malignant type. These cases were all employees of the Mexican Central Railroad, and were taken to their hospital where they were screened and properly cared for.

The hospital of the Mexican Central offers very good evidence of conditions from a yellow-fever standpoint, as a large force is employed and many members of it are nonimmunes from the interior.

Suspect case in Tampico.

MEXICO, June 12, 1904.

Dr. WALTER WYMAN:

A suspect case in Tampico not confirmed.

LICEAGA.

Suspect case confirmed.

MEXICO, June 15, 1904.

Dr. WALTER WYMAN,

*President Committee American Republics,
Washington:*

Unfortunately case of yellow fever in Tampico confirmed. Well isolated from inception.

LICEAGA.

Report from Veracruz—Fumigation of vessels—Smallpox and yellow fever.

Passed Assistant Surgeon Lumsden reports, May 30 and June 6, as follows:

During the week ended May 28, 1904, 5 vessels bound for United States ports and 1 bound for Colon, Republic of Panama, were inspected and given bills of health.

During the week there were recorded in the city of Veracruz 35 deaths (56 per 1,000 annual death rate) from all causes, including 1 from yellow fever, 2 from pernicious fever, and 10 from tuberculosis.

One new case of yellow fever was reported. The case was in the person of a soldier who was undergoing treatment for some chronic malady at the military hospital. He was found to have yellow fever on May 22, and died on May 24. I am informed that the sanitary authorities are carrying out all precautionary measures to eradicate whatever infection may exist at the military hospital and barracks.

During the week ended June 4, 1904, five vessels bound for United States ports were inspected and given bills of health.

The following vessels were fumigated with sulphur dioxid and given certificates: May 31, British steamship *William Cliff*, bound for New Orleans; June 2, British steamship *Magdala*, bound for New Orleans; June 3, Norwegian steamship *Norheim*, bound for New Orleans.

During the week there were recorded in the city of Veracruz 35